

# Refuses to Give Hearst Army List

Amityville Editor Distrusts Request for Names of Townsmen

He Says He Fears Sending of Newspaper

Hearst Letter Elicits Empathic Reply From C. F. Delano

AMITYVILLE, L. I., June 27.—William Randolph Hearst's "New York American" is seeking to obtain from newspaper hereabout to which it recently sent advertisements the names of Long Island boys now in military service. No explanation of the purpose of the request accompanied a letter from "The American" which was received by Charles F. Delano, editor of "The Amityville Record," and Mr. Delano views it with distrust. He did not accept the Hearst advertisements.

In a letter to "The New York American" Mr. Delano declines emphatically to send the names of Amityville soldiers, sailors and marines to Mr. Hearst, expresses his thorough distrust of the Hearst newspapers and declares that to accede to the request might render him liable to the same gratitude which the Cologne "Volkszeitung" expressed for the pro-German efforts of Mr. Hearst. Editorially Mr. Delano criticizes such papers as accepted the Hearst advertisements.

The Amityville editor's letter in answer to the request for soldiers' names follows in part:

"Your letter of June 22, asking me to forward you a complete list of the names and addresses of men who have been called from Amityville into the government service, has been received. I refuse to do so.

"And I express the hope that you shall not be able to obtain the names of these boys, for your purpose is to forward them to the Hearst newspapers or to any other specially demoralizing material. The Hearst organization is on trial before the bar of public opinion, charged with disloyalty of a character and to a degree which, by playing upon the prejudices of un-American influences, is partly responsible for the destruction of the boys who are serving in the army and navy.

"The effect of the Hearst propaganda can be no more effectively stated than the Cologne 'Volkszeitung' did on April 3, 1918, to wit:

"In the daily press the numerous Hearst papers in New York, Philadelphia, Boston, Chicago, San Francisco and other cities were auxiliaries for the valued military and naval forces of the United States. Readers of 'The New York American' or 'The Evening Journal' were not wholly immune, indeed, to the poison of the British cable, but Hearst carried with him the effect of his poison in the first place, he has his own cable of vice, and was therefore rather independent, although he made now and then regrettable concessions to sensation. Nevertheless, the Hearst's International News Service got upon the nerves of the London atrocity manufacturers is shown by the cable embargo which London finally placed upon the Hearst service, thereby cutting his European life nerve.

"More valuable, however, than the news were the editorials of the Hearst newspapers. They were unexcelled models of popular style and newspaper composition, they made the most complicated legal question attractive to the simplest minds.

"Hearst had taken the sting out of one of the worst pests of the American press when he had his editor in chief of 'The Evening Journal'—Mr. Hearst—brought with his salary of \$75,000, the highest paid newspaper man of America and probably the world—to buy 'The Washington Times' and conduct it in a line with his other papers."

Hearst has been permitted a license which no other country on the face of the globe would have tolerated. He has abused it shamelessly. Do you expect me to send the names of boys giving aid to the munition work of the most repellent tribe that history has known?

"I feel that if I should do anything to aid the Hearst press, I should merit a similar encomium from a patriotic German newspaper, and if I merited the commendation I should be proud to accept it in my own self-respect of aiding in the killing of my fellow citizens. Very truly,

"CHARLES F. DELANO."

**Hearst Newspapers Barred by Tenafly Club as Unpatriotic**

TENAFLY, N. J., June 27.—William Randolph Hearst's newspapers were denounced as unpatriotic and their circulation in this town was declared undesirable at a meeting of the Borough Club of Tenafly.

Tenafly has Camp Merritt at its edge, and hundreds of soldiers pass through this place every day on the way to France or to and from holiday trips to New York.

The club, composed of the leading Tenafly citizens, passed unanimously this resolution:

"Resolved, That the Borough Club of Tenafly place itself on record as condemning the unpatriotic attitude of William Randolph Hearst in regard to the war, and that the members of the club pledge themselves to refrain from buying or reading any of the Hearst publications."

**Somerset Club of Boston Shuts Out Hearst Newspapers**

BOSTON, June 27.—The Somerset Club, one of the most exclusive and conservative organizations in Boston, has departed from its long established tradition of keeping out of public affairs, and has barred William Randolph Hearst's publications from its reading room.

Members of the club refused to discuss the action to-day further than to confirm it. The Somerset Club is the first organization here to express by action the indignation growing against Hearst and his publications.

**Defence Council Bars Hearst Papers In Carlsbad, N. M.**

CARLSBAD, N. M., June 27.—The "City Council Council of Defence, Francis Gallatin Tracy, chairman, has fr-

# Somebody Is Always Taking the Joy Out of Life

By BRIGGS



## Antis Block Vote in Senate on Suffrage

Continued from page 1

one in and out of Congress knows that whenever the President puts the full power of his Administration behind a measure it goes through, and until the President puts a stop to the stupid tactics of some of the leaders of his party the suffrage amendment will not pass.

## Fights in Vain to Save Chum From Drowning

STAMFORD, Conn., June 27.—Leo Duffy, sixteen years old, was drowned, and Grosvener Fessenden, eighteen years, was thrown overboard at midnight last night, in Long Island Sound, when a canoe, in which they were paddling from Roton Point to this city, was capsized in a squall off Pratt's Island, Darien.

The boys were two miles from shore when they were cast into the water. The waves ran high and the water was so cold they were unable to cling to the canoe. They started to swim to shore, but Duffy was seized with a cramp and Fessenden took him on his back and swam another half mile. Then the younger boy became delirious and grasping Fessenden by the throat, he choked him. Fessenden, a muscular boy, freed himself, and a great wave parted the two. Then Fessenden again went to Duffy's aid and was towing his half-conscious boy toward the shore when another wave carried Duffy away to his death.

The suffering he was enduring and the loss of his friend unnerved Fessenden and he has no clear idea of what happened after Duffy disappeared. Presently he was cast on Pratt's Island, out badly and exhausted. He had taken off his clothes, piece by piece, in the water, cutting his shins with a pocket knife. An automobile stood near the place where he was cast ashore and he attempted to drive away in it, but it was locked. Then he saw a cottage near by and, in his crazed condition, was entering it through the window, when the owner, C. B. Adams, interrupted him, thinking the boy was a burglar.

When Mr. Adams realized the plight of the boy, he took care of him and summoned a physician.

No trace of Duffy's body has been found yet. Fessenden's condition is such that he is in danger that he will lose his reason.

## Hurd Resigns as Chairman Increasing Business Compels Him to Quit Defence Society

Richard M. Hurd resigned yesterday as chairman of the board of trustees of the American Defence Society at the regular monthly luncheon held in the Midway Club, 25 Broad Street.

Charles Stewart Davison, an attorney, of 60 Wall Street, was chosen to succeed him.

Mr. Hurd said that his increasingly heavy duties as president of the Lawyers' Mortgage Company and vice-president of the Mortgage Bond Company compelled his resignation. His interest in the organization would remain keen, he said, and his advice always obtainable. Mr. Davison has been connected with the society for more than a year.

"Mr. Hurd was a most efficient chairman," Mr. Davison said last night, during his incumbency the membership of the society increased from 3,000 to more than 30,000, and its branches from about a dozen to 275."

## What Is Going On To-day

ONE MEAL WHEATLESS. CAMPAIGN FOR RED CROSS WAR NURSES. NATIONAL WAR SAVING DAY. LOYALTY DAY. Free admission to the American Museum of Natural History, New York Zoological Park, Van Cortlandt Park Museum, American Museum of Safety and the Aquarium. Luncheon of the New York University Alumni Association, Hotel McAlpin, 1 p. m. Meeting of the Teachers' Benevolent Society, Hotel McAlpin, 2 p. m. Meeting of the Military Chamber of Commerce, Hotel McAlpin, 3 p. m. Meeting of the Tau Epsilon Phi Fraternity, Central Opera House, 5 p. m. Public band concert, under the auspices of Columbia University, University Green, 2 p. m.

## Rest of Subway Along 7th Avenue To Open Monday

Express Service on Ninth Avenue Will Be Extended at the Same Time

The Public Service Commission has decided to place the unopened portion of the new Seventh Avenue subway line in operation Monday without waiting for the completion of the Lexington Avenue line and the beginning of regular operation of the full so-called "H" system. On the same day the new third track express service on the Ninth Avenue elevated line will be extended to Jerome Avenue.

On July 3 the B. R. T. will place in service the unopened part of the Jamaica Avenue elevated line from Greenwood Avenue (11th Street, Richmond Hill) to the terminus of the road at Cliffs Avenue, Jamaica (168th Street). With the opening of the full elevated service all the way to Jamaica, the interchange of transfers with the surface line will be eliminated.

**Operation of Lines**

The Seventh Avenue subway, now in operation between Times Square and the Pennsylvania Station, will be opened through to the Battery at 2 p. m. Monday, and by shuttle through the Park Place and William Street branch of the same line from Chambers Street and West Broadway to Wall and William streets. The placing in service of the Seventh Avenue line will add four more subway tracks in the section of New York between Forty-second Street and the Battery, and taken in connection with the old subway in Fourth Avenue and the new subway in West Broadway will make, in all, twelve subway tracks, a doubling of the old facilities from Forty-second Street south.

The new Ninth Avenue service will be initiated during the evening rush hours, beginning with the northbound express train leaving Rector Street at 4:17 p. m. At the same time the express tracks between 125th and 155th streets, with one new express stop at 145th Street and Eighth Avenue, will be placed in service, greatly reducing the running time between Rector Street and the northern part of Harlem.

**Rush Hour Service**

During the rush hours, night and morning, one express train in each direction on the Ninth Avenue line will operate between the 127th Street station on the Jerome Avenue line and Rector Street, and in other hours Sixth Avenue elevated local trains will comprise the service. During the rush hours the new express service will operate on the Ninth Avenue local trains, which are now turned back at 155th Street, will be continued on to 155th Street.

The Seventh Avenue subway, which was constructed by the city at a cost of about \$40,000,000, and adds about 16.7 track miles to the dual system lines now in use. Even the temporary service, it was said at the offices of the commission yesterday, will make a vast difference in the travelling facilities on Manhattan Island, and thousands who now daily reach lower West Side points from Washington Heights and the Bronx by roundabout routes will have direct facilities at hand, with only one or two changes at most and a much shortened running time.

## Costa Rican Girl Weds Here

Sister of President Tinoco Becomes Englishman's Bride

It became known yesterday that Miss Marta Tinoco, sister of the President of Costa Rica, and Richard Arthur, an Englishman, residing temporarily here, were married on Wednesday afternoon.

The ceremony was performed at the Church of Our Lady of Hope, West 165th Street, near Broadway, the Rev. Father Adriano officiating.

The marriage was performed according to the custom of the Spanish church, the attendants being Mr. and Mrs. Minor C. Keith, Miss Adriana Carranza, of Costa Rica, and Lewis Moore, of this city. A reception was held at the Metropolitan Club, where Mr. and Mrs. Arthur departed for the White Mountains. Miss Tinoco has made her home here for several years. Mr. Arthur formerly lived in New Zealand and in Costa Rica.

## 828 Pupils Cool at Fire

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No male employees were displaced, said, and the women would take over the work of the men. Members of the Interborough Brotherhood of Employees, said, agreed that the employees of women was the only solution of labor problem.

## Shoes and Ships And Sealing Wax

Interborough Men Organize For Pay Raise

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Certain caustic remarks by Mrs. Kelly blazed with the waiting of a cat in the alley, and prevented him from falling asleep comfortably. Accordingly, she testified, he determined on drastic measures.

"I'm going to shoot that cat," he is quoted as saying, "and then I'm going to shoot you."

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**Watched by Agents**

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The volume consists of 242 pages and contains figures of George Washington, Inez Milholland Boissevain, Johannes Gutenberg, Francis Bacon, Charles Darwin, Louis Pasteur, Albert Einstein, and Thomas Jefferson.

The preface reads in part:

"As a citizen, I am free from of speech is silenced, the right of free Americans to criticize their government abridged and this country practically ruled by England, I have written this book. There was a strong sentiment in the public mind at the time, when, several months ago, the companies petitioned for the six-cent fare and a charge for transfers, to grant the relief under war conditions."

**Ready to Raise Wages**

In the absence of Theodore S. Shorke, president of the New York Railways Company, Frank Hedley, general manager of the Interborough, filed the petition with the Mayor. The matter was referred to the Board of Estimate, in discussing the petition, Mr. Hedley said:

"I would like to call attention to the fact that this is the regular application ever made by the New York Railways Company or its predecessors for increased fares to enable it to meet higher wages, increase cost of material."

"Employees of our company are entitled to higher wages and the company is eager to pay them. Such wages cannot be paid, however, unless the rates of fare. Employees of this company who are standing by their jobs at lower rates of pay than the could probably obtain elsewhere are performing a real patriotic service."

"So the condition that confronts these employees is a very practical one and we feel that the people of New York will want the situation cleared up. We are asking that the whole matter be transferred to the Board of Estimate in the order that it may be dealt with finally and authoritatively by one tribunal rather than by two."

**Has Paid No Dividends**

The position recites that since the organization of the New York Railways Company, no dividends have been paid upon its stock, and since June 30, 1915, no interest has been paid upon the 10 per cent adjustment bonds.

"The New York Railways Company has been compelled to meet the cost of labor and material, while its revenues have been decreasing," it says. "The period has now been reached where the company is unable to pay its interest charges prior to its adjustment bonds without any return upon its adjustment bonds and stock."

## Interborough Men Organize For Pay Raise

Join Union Secretly and Are Ready to Demand Wage Adjustment

Company Accused of Fomenting Trouble

Labor Leader Charges It Hopes Through Strike to Get Six-Cent Fare

Thomas Collins, general organizer of the American Federation of Labor, declared yesterday that since January he had been working in secret to organize employees of the Interborough Rapid Transit Company as a body affiliated with the American Federation of Labor, and "now that the discontent among the men has become general I am awaiting authority to take definite steps relative to the situation."

It was this unrest which, he said, existed among Interborough employees that impelled Mr. Collins to reveal his secret. He said that he expected to be authorized to take the "definite steps relative to the situation" within the weeks.

**Charges Discrimination**

"The Interborough company," said Mr. Collins, "is opposing the organization of the men by the regular labor leaders and is discriminating against people favoring a regular labor union to create general discontent among the employees so pressure can be brought to bear for a 6-cent fare in this city."

"The leaders of the Amalgamated Association of Street and Electric Railway Employees of America and the American Federation of Labor are not looking for trouble. Their policy is to avoid strikes. But the Interborough wants trouble, believing it can get a 6-cent fare."

**Sees Trouble Ahead**

"For a long time there has been dissatisfaction among the streetcar men, but the great opposition of the company to any union except the one formed under the auspices of the Interborough and known as the Interborough Brotherhood has forced the organization to carry on its operations in secret."

"If the Interborough company would allow the men to organize openly, under the auspices of the Amalgamated Association of Street and Electric Railway Employees of America, it could be a readjustment of wage scale and conditions without a strike. It is opposition is destined to bring trouble through which the company hopes to get a 6-cent fare."

## Surface Lines Ask City Permit Service Board to Fix Fare

The New York Railways Company, which operates most of the Manhattan surface lines, yesterday filed a petition with the Board of Estimate for the period of the war and one year thereafter, the Public Service Commission be permitted to determine rate of fare on the company's lines, regardless of the cost of fares and franchises. This is another move toward obtaining the six-cent fare.

At present the Public Service Commission has no power to increase fares on the surface lines without a modification of existing franchises by the Board of Estimate. The present franchises hold the company to a five-cent fare. There was a strong sentiment in the public mind at the time, when, several months ago, the companies petitioned for the six-cent fare and a charge for transfers, to grant the relief under war conditions."

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